

No. 5882 號一十公百八千五第 日三十月八年子丙緒光 HONGKONG, SATURDAY, SEPTEMBER 30TH, 1878. 六拜禮 號十三月九英 港香 P. 100 PRIOR \$24 PER MONTH.

Intimations.

At British Clipper Ship
"SILVER EAGLE"
ward, Commander, will be despatched
to Hong Kong on or about the 13th of October
to receive Freight, at Cheap Rates, apply
to
MEYER & CO.
HONGKONG, 20th September, 1876.
EASTERN EXTENSION, AUSTRALIA,
INDIA, AND CHINA TELEGRAPH
COMPANY, LIMITED.

IMPORTANT NOTICE.
TELEGRAMS FOR INDIA, EUROPE,
AND AMERICA.
During the interruption of the Mail

CHAYBAGONE, will be kept at
Penang and Rangoon to carry

"PANTIE" is due at Penang T
ay) MORNING, and will RETURN
on about 36 hours after arrival.
Latest from London is timed 5 P.M., 2
ber, and was received yesterday.
I ENSTON SQUIER

STREET CRIES.

INTED, the POLICE, or Someone
Authority to enforce Section III. of
a 10 of 1872, which runs as follows
Person shall be liable to a Penalty
Twenty-five Dollars who shall use
for the purpose of buying or sell

WANTED, a suitable Person, as

RECY in VICTORIA GAOL.
 ry £20 per Annum, with Uniform
 lication to be made to the ACTING G
 INTENDENT.
 Colonial Secretary's Office.
 gkong, 16th September, 1876. [7d
 NORRINGTON & C
 84 GREAT ST HELENS RD

ing in Iron (Old and New), Copper
and all Metals, Old Boiler Plates

Wire Rope, Cart Tyres, &c.
above Firm is anxious to CORRESPOND
a FIRST-CLASS HOUSE well acquainted
the Metal Trade. [26] 15

NOTICE.
ANDREW MILLAR AND
PLUMBERS, GASFITTERS, and
GENERAL CONTRACTORS
Estimates given for Fixing, Pumps, Valves,
Gas, Water and Gas Services to Dwellings.

Rampoor, Madras, and Sorat
MERCHANT AND GENERAL DE

For Sale, Sharps, Sundwood Boxes,
Silver Articles, and different Fancy W-
No. 17, QUEEN'S ROAD,
next to the "Hongkong Hotel," Hongk-
8m 478 11th April, 1876.

FOR SALE.
FURNITURE, FITTINGS,
GOOD-WILL of the well-known
Establishment, known as "MAC-
de, denominated "ROYAL HOTEL"
&c., Particulars, apply to
L. A. DE GRAZ
Proprietor.
1459. Macao, 11th September, 1876.

Notices to Consignors.

NOTICE.
CONSIGNEES OF OPTIONAL CA-
K O. S. S. CO.'S Steamship WEST
FROM LIVERPOOL.
Shipping Orders must be obtained
the Underigned not later than the

BUTTERFIELD & SWIRE,
1547 Hongkong, 27th Septemb

SHIPMENT GLEANEAN, FROM LONDON AND SINGAPORE.

UNDESIGNED of Cargo by the above Vessel are hereby informed that they are being loaded at their risk and are Undersigned at their discharge, whereon the Wharf or Boats delivery is finished.

All particular Cargo will manifest to Shippers as per bill of lading received from M. TO-DAY.

Cargo remaining undelivered after this time will be subject to rent.

Fire Insurance has been effected.

Signed JAMES ALEXANDER & CO.
1635 Hongkong, 25th September, 1879.

TISH SHIP DUKE OF ABERCROMBIE FROM LONDON.

UNDESIGNED of Cargo by the above Vessel are requested to send in their orders for loading to the Undersigned for signature, and to take immediate delivery thereof.

The Undersigned disclaims the discharge of the

expense. **VOGEL, HAGEDORN**

10 - Hongkong, 20th September, 1878
BERMAN BARQUE HANSA, FROM
HAMBURG.
 CONSIGNEES of Cargo by the
 named Vessel are requested to re-
 ceive Bills of Lading to the Under-
 signature, and to take immedi-
 ately of their Goods.
 Cargo impeding the discharge will be
 retained at Consignees' risk and expense.
 07 - Hongkong, 20th September, 1878
WITTLER &
COMPAGNIE DES MESSAGERIES

20 1/3 3 cages Sand

Hongkong, 25th September, 1876.

THE CHRONICLE AND DIRECTORY FOR 1876.

With which is incorporated "THE CHINA DIRECTORY."

THIS YEAR OF THE FOURTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a CHROMO-LITHOGRAPH

OF A PLAN OF VICTORIA, HONGKONG, THE FOREIGN SETTLEMENTS OF SHANGHAI

A Chromo-Lithograph, Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of THE VARIOUS HOUSE FLAGS (Designed expressly for the Work);

MAPS OF HONGKONG, JAPAN, THE P. & O. COMPANY'S ROUTES, AND THE COAST OF CHINA;

also, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics, and corrected to date of publication, and to make this Work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The "CHRONICLE AND DIRECTORY" is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at \$5.00, with the Lists of Residents, Port Directories, Maps, &c. at \$6.00.

The Complete Directories, at \$5.00, all sold, but a few of the smaller edition at \$3.00, are still on hand.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents—

MACAO—Messrs. L. A. de Gama.

SWATOW—Messrs. Quah and Campbell.

AMOI—Messrs. Wilson, Nichols & Co.

FOOCHOW—Messrs. Wilson, Nichols & Co.

NIPOON—Messrs. Kelly & Co., Shanghai.

SHANGHAI—Messrs. Kelly & Co.

YANKEE—Messrs. Hall & Holtz.

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likely to decrease the consumption there might be something to say in favor of such a step. But this has yet to be proved. While encouragement is afforded to native producers by the authorities, there is scant prospect of a decline in the habit. On the contrary, the poorer consumer would simply be compelled to exchange a good and pure article for a rank and ill-prepared one without any saving in cost. In short, the proposal to increase the duty on Indian opium is a strongly-protected, to the native grown drug. Nevertheless the imported opium cannot easily be beaten out of the field, though it is probable that there would be a slight falling off in its consumption. The majority of smokers will have it if procurable, in spite of the price. The Chinese Government would derive an increased revenue from the traffic if it hypocritically professed to condemn, and this is another, though possibly subsidiary, reason for wishing to raise the duty. It is absurd to say the Government of Peking has any strong feeling on the subject of the opium traffic. It regards it as a necessary evil, the most objectionable feature of which consists in the fact that the drug is produced by an outside nation, and it looks morosely at the large sum annually paid away by its subjects to another country. It is part and parcel of Chinese exclusiveness to object to be dependent upon any foreign nation for the supply of their wants. The Chinese Government would be content to encourage foreign trade if it consisted solely in the sale of the superfluous products of the Empire. But it does not believe in reciprocity; it dislikes to see money going out of the country, and is not even content with the balance being in China's favor.

The agreement alleged to have been arrived at respecting the residence of political representatives or Consular officers at Chungking in Szechuen and in some towns in the province of Yunnan, has been already commented on in these columns. It may be regarded as an important step for the encouragement and protection of British trade with Western China, if only accompanied by freedom from the vexatious restrictions and imposts which have hitherto retarded all trading with the interior difficult and unremunerative, if not altogether impracticable. The value of the concession will depend upon the way in which it is carried out. Coming to the last item mentioned in connection with the Chiaofoo Convention—namely, the reported sale of the Shanghai and Woosung railway to the Chinese Government—we sincerely hope it is nothing more than a rumour. It is said that the railway is to become the property of the Government of Peking under Imperial guarantee that it shall be carried on under similar management to that of the China Merchants' Steam Navigation Company, and in due time extended to Soochow. There are several objections to the railway being surrendered to the Chinese Government. First and foremost of these may be ranked its known and expressed hostility to all railway enterprise, and its continued opposition to the construction of this pioneer work in particular. The officials have unanimously wished it non-success, every obstruction possible has been offered, and efforts made—fortunately in vain—to stop the people against it. Finding all the usual tactics unavailing to stay the progress of the feared and much detested innovation, the Government has now, if report is to be trusted, at length determined to try and get the railway under its control, with what object is not known to the official mind. The Chinese people are all aware of the implacable hatred their rulers bear to the railway, and they spread a report in Shanghai recently that the Government had purchased the line and as soon as the property had been given over the rails and sleepers would be torn up. No one would dream of crediting such a tale, but it is instructive as showing in what light the natives regard the purchase of the railway by their Government. If Sir T. Wades has really consented to the acquisition of the railway by the Chinese Government he has, of course, only done so on a distinct understanding that it should be efficiently worked. But even supposing that it should be regularly and fairly conducted, there is a decided objection to the enterprise being snatched from the hands of the projectors and placed under the care of Chinese officials. The China Merchants' Company is a significant proof of the grasping and misapprehensive spirit of officials, who do all they can to discourage private enterprise and hamper legitimate trade. Moreover we distrust any promises the Government might give to continue the railway to Soochow. They would find it a very easy matter to invent plausible excuses for delaying this extension to some time about as remote as the Millennium. The manner in which the projected Amoy-Soochow telegraph line was defeated may be cited as a signal example of Chinese evasion and trickery. This proposed extension of the Woosung line to Soochow would doubtless share a similar fate, unless self-interest prompted the Government to carry it out. That feeling will occasionally conquer even Chinese prejudice, and it would certainly be the most powerful argument for the fulfilment of any guarantee given to the British Minister. But the line might not, possibly, offer a sufficiently powerful pecuniary inducement, and the chances are that if the Woosung line be handed over to the Chinese Government, it will do much to retard the general introduction of railways into the Central Kingdom.

The British steamship *Thames* was towed down from the Kowloon Dock yesterday, where she had undergone a complete overhauling.

A fine iron cargo boat was launched at the Kowloon Dock yesterday afternoon for Messrs. Butterfield and Swire. She is 120 feet long, 30 feet beam, and eight feet depth of hold, and is one of three built in England for Hongkong and put together at the Kowloon Dock.

Cook fighting appears to flourish in the neighborhood of Soochow. The Independent publishes the translation of a circular announcing that combat takes place every Sunday at Kan-hoi, and calling upon all the Annamite boys in the colony not to fail in availing themselves of the privilege to take part in the fight, and to be able to assist themselves for a few hours to take part in the sport. The winners are to take possession of the dead birds and the circular ends by saying that the fight will be a passion for cock-fighting. If this is true, many of our friends at Saigon will become cock-fighters, for no doubt the elegant birds will take their appearance on the tables as objects of

A telegram has been received, announcing that the M. & A.M. steamer *Singapore*, under the command of Mr. L. S. Singapore yesterday afternoon at 3.30.

The *Singapore* independent of the 16th instant publishes a rumour which had been current in the town for two or three days previously, in connection with the transport of opium from the coast. It was said, ought to have left one of the ports of Tonquin ten days before, and as it had not arrived at Saigon it was feared some accident had occurred. The administration, moved by the delay, had sent a messenger to the coast to meet the *Singapore*. Our contemporary suggests that the delay may have been caused by some trifling accident in the machinery. That the *Singapore* was not sent to the coast by weather to put into some port for shelter, or that she may have run short of fuel, and so not been able to make headway against the monsoon. It is said that the *Singapore* was sent to the coast by weather to put into some port for shelter, or that she may have run short of fuel, and so not been able to make headway against the monsoon. It is said that the *Singapore* was sent to the coast by weather to put into some port for shelter, or that she may have run short of fuel, and so not been able to make headway against the monsoon.

POLICE INTELLIGENCE.

September 29th.

REPORT THE HON. C. MAY.

THIEF-TAKE POSSESSION.

Mr. W. Smith, employed at the Hongkong Dispensary, charged Yang A-yu, a servant at the dispensary, with the unlawful possession of a watch. The witness said the prisoner had been employed as a boy at the dispensary for two months. Witness missed his umbrella about three weeks ago and made an enquiry for it, but it could not be found. He then asked the premises made enquiry of the servants but could not find it. Yesterday the prisoner had been out and on his coming back witness saw him with the umbrella in his hand. He did not remember personally asking the prisoner if he had seen it.

The prisoner said he found the umbrella in the street and took it away out of the reach of some break-thieves. He did not know that it belonged to the prosecutor. Having to go out with a letter said as it was raining at the time he made use of the umbrella. Mr. May told the jury that he put the umbrella not only out of the reach of the break-thieves but he placed it out of the reach of the owner. However, it was not certain how he intended to dispose of it and he would get the benefit of the doubt. The prisoner was simply convicted of the unlawful possession. He had no right to take the loan of and use other people's property.

THIEF-TAKE POSSESSION.

Leung Kim Yung, a school boy, was charged by P.O. Foley with cutting down branches of guava trees yesterday on Semboi Point. He was fined in the sum of 50 cents.

THIEF-TAKE POSSESSION.

John Davis, a sailor, was charged with the O. R. O. steamship *Beagle*, was charged with drunkenness. P.O. No. 70 said he was on duty in a boat and heard a cry of help. He pulled the *Beagle* to the side and saw a man in a boat. He took him on board and found him drunk. He was fined in the sum of 50 cents.

THIEF-TAKE POSSESSION.

The prisoner said he was on the wharf and hearing the splash of an oar he ran to catch a boat. He did not know he was near a catch and he was not aware of the presence of the police. He was fined in the sum of 50 cents.

THIEF-TAKE POSSESSION.

Mr. May told him he hoped this would be a warning to him not to get drunk again. He was fined in the sum of 50 cents.

THIEF-TAKE POSSESSION.

P.O. 698 charged a man with being a watchman. He was charged with being a watchman in the Queen's Road Central, and stealing three watches. He was fined in the sum of 10 shillings.

THIEF-TAKE POSSESSION.

Wong Ah-chong, a coolie, was charged by Wong Ah-chong with climbing up to the first floor window of the Queen's Road Central, and stealing three watches. He was fined in the sum of 10 shillings.

THIEF-TAKE POSSESSION.

The prisoner was sent to three months' hard labour.

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Leong A-yu, apprehended on a warrant, was charged with being a watchman in the Queen's Road Central, and stealing three watches. He was fined in the sum of 10 shillings.

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THE NORWEGIAN EXPLORING

A correspondent of *The Times*, writing from Reikvik on July 27th says: "The Expedition has been left at the mercy of the weather since it left Christianstad on June 27th, and has not yet been able to start. The current velocity 45 miles an hour, and the 'Lightning' Channel early in July, one at Thorshavn, one north of Farsø, and one at the Western Islands (off the coast of Denmark). It has been only in the short intervals between these storms that any deep-sea work has been done. The last day of June was fine, and the Expedition commenced dredging, and hauled off Christianstad, on the bank called 'Storvægen.' Here the fauna was quite Atlantic. On the outer edge of the bank the water deepened to 300, 400, and 500 fathoms, and the ice-old water met with, yielding an Arctic fauna. Two large specimens of an *Umbellaria* (the same as earlier) were found, with a new starfish and an animal which is quite new to the naturalists. A board of smaller organisms there were also several new ones.

In lat. 61° 10' N., long. 13° 10' W., a sounding in 1,000 fathoms gave a temperature of 52.4° below 500 fathoms. The *Prøgen* had to leave this station to refit, as a sea had carried away the two fore-hatches. The course was shaped for Thorshavn, where the Expedition stayed eight days (lat. 61° 52' N., long. 13° 10' W.), and was very interesting, especially for the geologists. The formations of coasts at sea level was an operation visible in all stages of progress. In the city of Christianstad, the Expedition was very pleasantly, and remembered with great pleasure the stay of the *Lightning* on the coast of Norway.

After a trip round the main island to West Mannen, the *Prøgen* left Farsø on the 10th of July, and steered for the last station. How the expedition was able to get through the ice, indicating ice-cold water at a depth of 300 or 400 fathoms. On the north-east corner of the Farsø Bank the depth increases very rapidly. In lat. 63° 22' N., long. 13° 50' W., sounding gave 1,160 fathoms. The temperature was 52.4° below 400 fathoms, 51.8° in 500 fathoms, and the bottom temperature was 28.8°. In lat. 63° 22' N., long. 13° 50' W., sounding gave 1,160 fathoms. The temperature was 52.4° below 400 fathoms, 51.8° in 500 fathoms, and the bottom temperature was 28.8°.

TA-TUNG AND WUHU.

The following memorandum on the coast of China, published in *The Times*, dated 18th August 1876, is of interest to the N. C. Daily Press, and may prove interesting to our readers. It is a report of the N. C. Daily Press, and may prove interesting to our readers. It is a report of the N. C. Daily Press, and may prove interesting to our readers.

Wan Fook An, an apprentice in the barbers' shop, and he saw the first prisoner, and a girl, and he saw a bracelet on the right hand of the first prisoner, but he did not know what he did with it. The fifth prisoner, his master, was asleep in the room. The sixth and seventh prisoners were in the room. The eighth prisoner was in the room. The ninth prisoner was in the room. The tenth prisoner was in the room.

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here. But several of the preferences for certain spots, or colors, or goods, or prices, or the old customs of Canton. So much indeed in the latter place associated in the ideas of the Szechuen people with foreign trade, that they have no less than ten different names for the same goods, and "foreign" is an synonymous term.

Interesting details are given in the report of the degree of favor with which different classes of goods are received and sold in the latter place. The goods of the latter place are sold in the latter place. The goods of the latter place are sold in the latter place.

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